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R E M A R K S

The Office Action issued October 4, 2004 has been
received and its contents have been carefully considered.

The applicant wishes to thank the Examiner in charge of
this application, Mr. Dennis H. Pedder, for the courtesy and
cooperation he extended applicant's undersigned counsel
during the personal interview kindly granted on January 4,
2005. The Examiner and applicant's counsel discussed the
operation of the safety seat according to the invention from
an overall perspective as well as in detail. Applicant's
counsel proposed to amend Fig. 1 to include the seat and
backrest so that the subject matter of the present invention
would be instantly recognizable when viewing this drawing.

Applicant's counsel also agreed to show the structure
of the energy absorbing device, comprising elements 9, 9'
and 3, 3', in side view so that this structure would be
easily recognizable as well. Finally, applicant's counsel
agreed to insert into the specification a brief description

of how the seat is caused to move backwards in the event of a motor vehicle collision.

Submitted herewith is a proposed Replacement Sheet for Figs. 1 and 2 of the drawings and a proposed new sheet containing Fig. 2A. Fig. 1 includes the seat and backrest, as discussed above, and Fig. 2 includes a section line x-x. Fig. 2A shows the structure of elements 9 and 3 in side view, taken along the section line x-x.

The specification has been amended to on page 15 to refer to this new Fig. 2A as "a cross-sectional view taken along the line x-x of Figure 2".

The specification has also been amended throughout to render it more understandable. For example, the word "nails", which are the element 9 and 9', has been changed to "rods". In addition, a paragraph has been inserted on page 3 to explain how the seat is caused to move backward in the event of a collision of the motor vehicle.

The present invention provides a number of novel structures for a motor vehicle safety seat that is capable of moving backward in the event of a collision. Claim 1 of this application has been substantially modified and simplified to focus upon the principal concept; that is, to

provide a vehicle safety seat which is capable of moving backward in a controlled, energy-absorbing manner. Claim 1 now recites a "mount for an anti-crash front safety seat for a motor vehicle" which is capable of moving in the longitudinal direction of the motor vehicle along "at least two elongate rails" fixed to the floor of the cab of the motor vehicle. A movable bracket, which supports the seat and backrest, is movable along the rails on a "front shaft and a rotatable back shaft" that pass through shaft holes in the bracket. A "brake assembly" (formed by the elements 9, 9'; 3, 3' and 2 and 2') apply the braking force to the back shaft to inhibit its movement, thereby absorbing energy from the rearward movement of the seat.

Finally, a "seat control system" is provided "to lock the seat and backrest in position during normal driving of the motor vehicle, and to release the "bracket", and in turn the seat and backrest, for rearward movement in the event of a crash of the motor vehicle."

As a review of the cited prior art will reveal, none of the motor vehicle seats which are capable of moving backward in the event of a collision comprise a "brake assembly" which inhibits their movement.

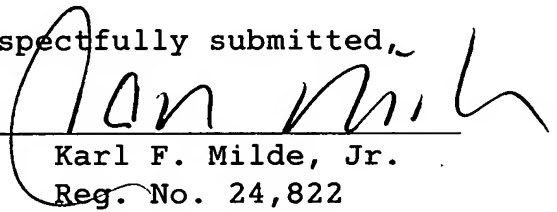
The specification has been amended on page 3 to insert a summary of the invention as described above.

Finally, the various structural elements which were removed from claim 1 as previously submitted, have been made the subject of new dependent claims 15-20.

In conclusion, since all of the formal issues raised by the Examiner in the outstanding Office Action have been resolved by this Amendment, and since claim 1, as amended, distinguishes patentably over all of the cited references, this application is believed to be in condition for immediate allowance. A formal Notice of Allowance is accordingly respectfully solicited.

Respectfully submitted,

By


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FEBRUARY 4, 2005

MILDE & HOFFBERG, LLP

By _____

Date FEBRUARY 4, 2005